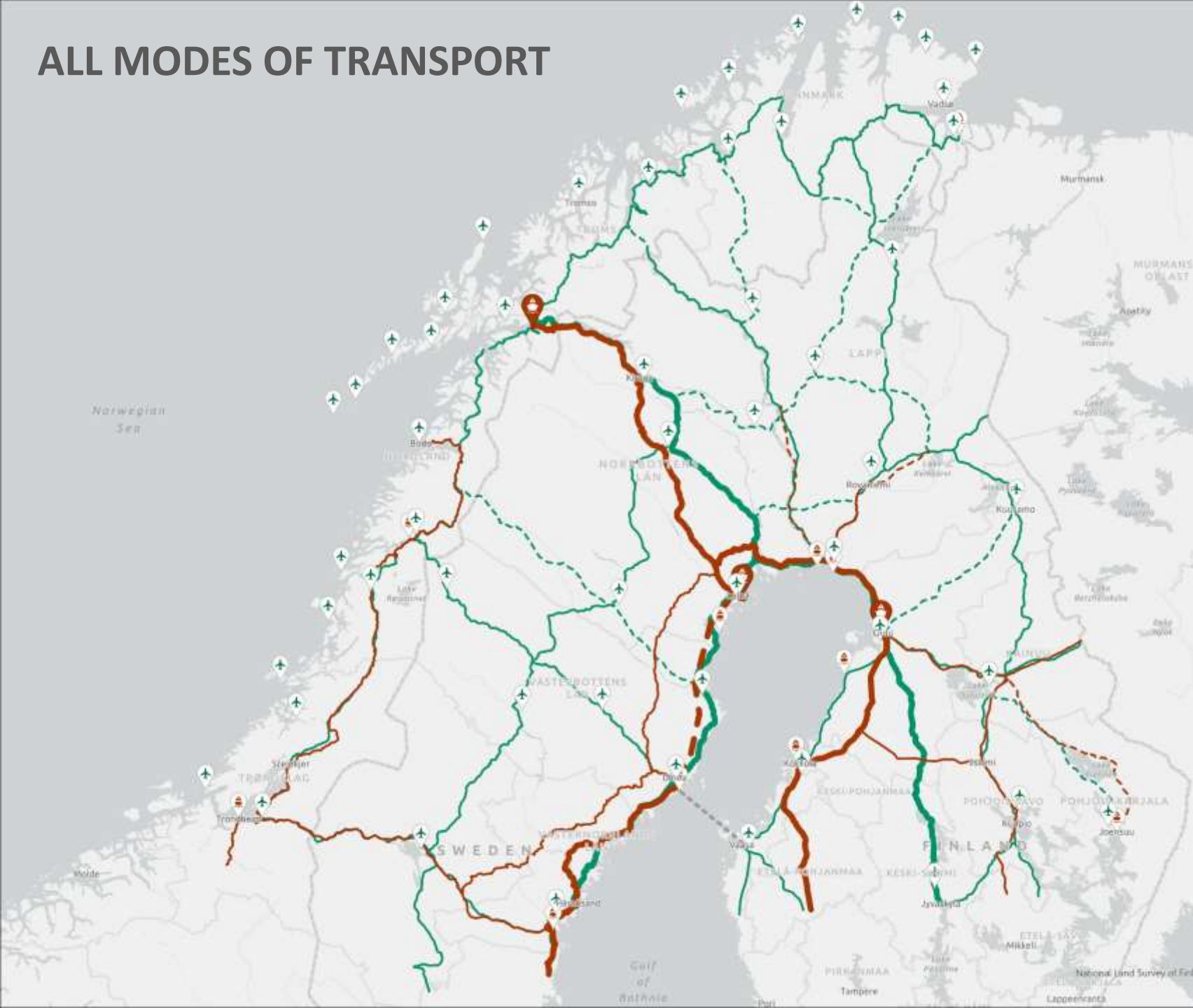













# Joint transport plan

Jussi Huotari  
*Lapland ELY-center*

*with material from Olivia Häggqvist  
Swedish Transport Administration*

# ALL MODES OF TRANSPORT



-  TENT-T Core roads
-  TENT-T Comprehensive roads
-  Other important roads
-  Ferry connections
-  TENT-T Core railways
-  TENT-T Comprehensive railways
-  New construction railways
-  Other important railways
-  TENT-T Comprehensive airports
-  TENT-T Core ports
-  TENT-T Comprehensive ports

# Assignment: Joint transport plan

## LEADERSHIP

- Lapland ELY-center (temporary)

## CONTENT

- First step: A light variant plan that geographically visualizes the planned measures in the North for the TEN-T network from National plans and regional plans.

## PARTICIPANTS

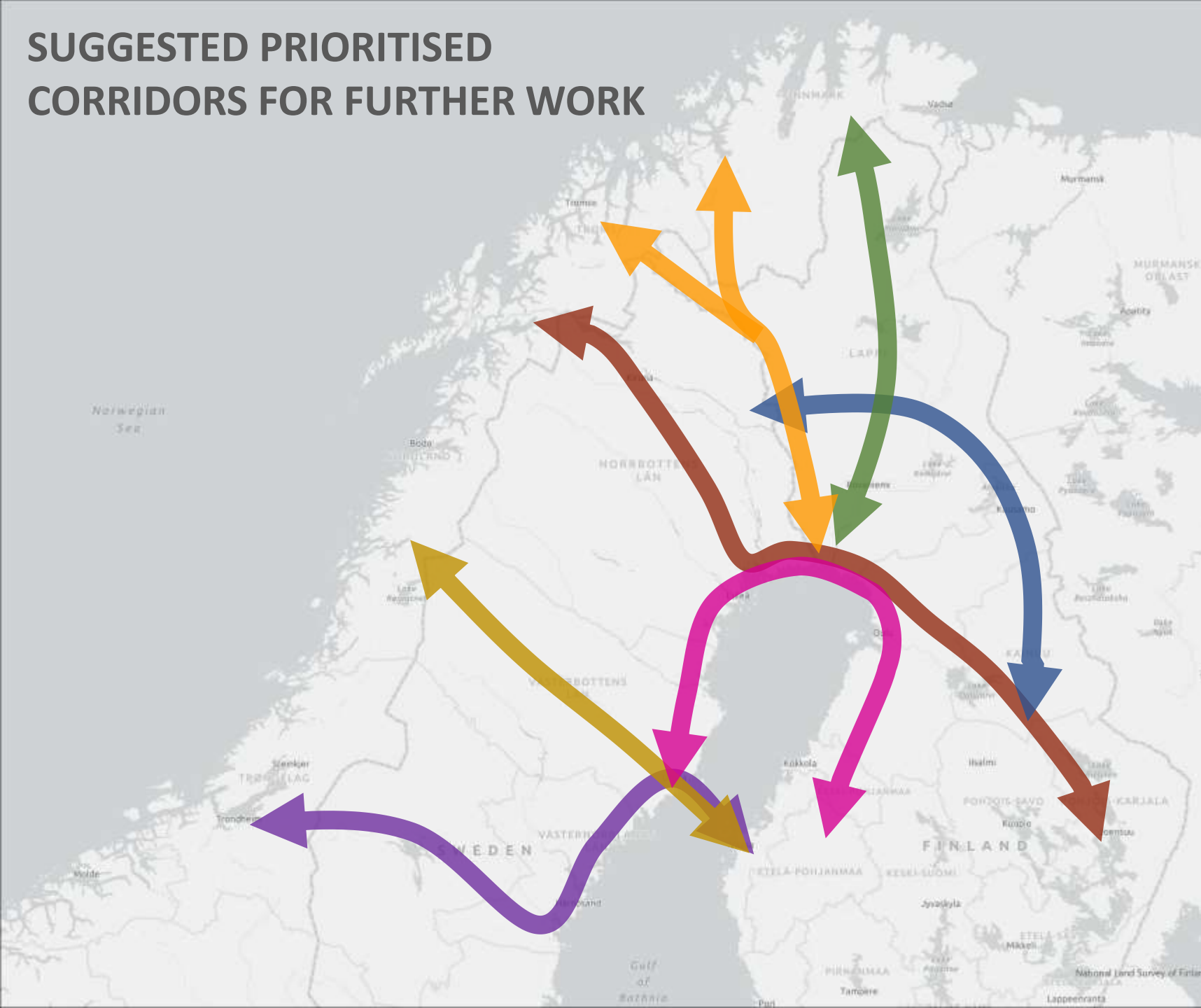
- A contact from each country from the Preparatory committee providing necessary input
- Collaboration New North, NTPC, Bothnian Arc Transport Forum etc.

## OUTCOME

- Preferable a digital map
- Geography (initial suggestion “down to”  
Trøndelag/Jämtland/Västernorrland/Ostrobothnia/North Karelia)



# SUGGESTED PRIORITISED CORRIDORS FOR FURTHER WORK



-  Narvik/Kiruna/Haparanda/Torneå/  
Uleåborg / Kajana / Joensuu
-  Mo-i-Rana/Umeå/Vasa
-  Trondheim/Östersund/Sundsvall/  
Umeå/Vasa
-  Umeå/Luleå/Haparanda/Torneå/  
Oulu
-  Torneå/Palojoensuu/Alta and Tromsø
-  Uleåborg/Rovaniemi/Utsjoki by
-  Kuopio/Kajana/Kuusamo/Sodankylä/  
Kolari

# Proposal for next steps



## 1. Industrial investments in the Platform North area.

- How planned investments are connected to prioritized corridors? How supply chains meet sustainable development targets?

## 2. TEN-T Core and Comprehensive Network

- How the requirements of the updated TEN-T Regulation for all modes of transport and the measures to meet the requirements?
- Include information if/how the measures are EU-funded? When in time they are planned?
- Organisations can use the information together or singlehanded to state missing relevant measures mature projects possible for EU funding measures needed earlier in the plans.

## 3. Collaboration with other stakeholders

- How can we develop the Joint Transport Plan measure together further?
  - Avoid overlapping / duplication of work with e.g NTPC and New North Project
  - The best knowledge about regional circumstances and cross-border cooperation is located in the regions.
  - Data sharing (statistics, reports, studies etc.) as basis for interregional and cross-border cooperation, and there for precondition for development.